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AGENTS

Some May Come

AND

Some May Go

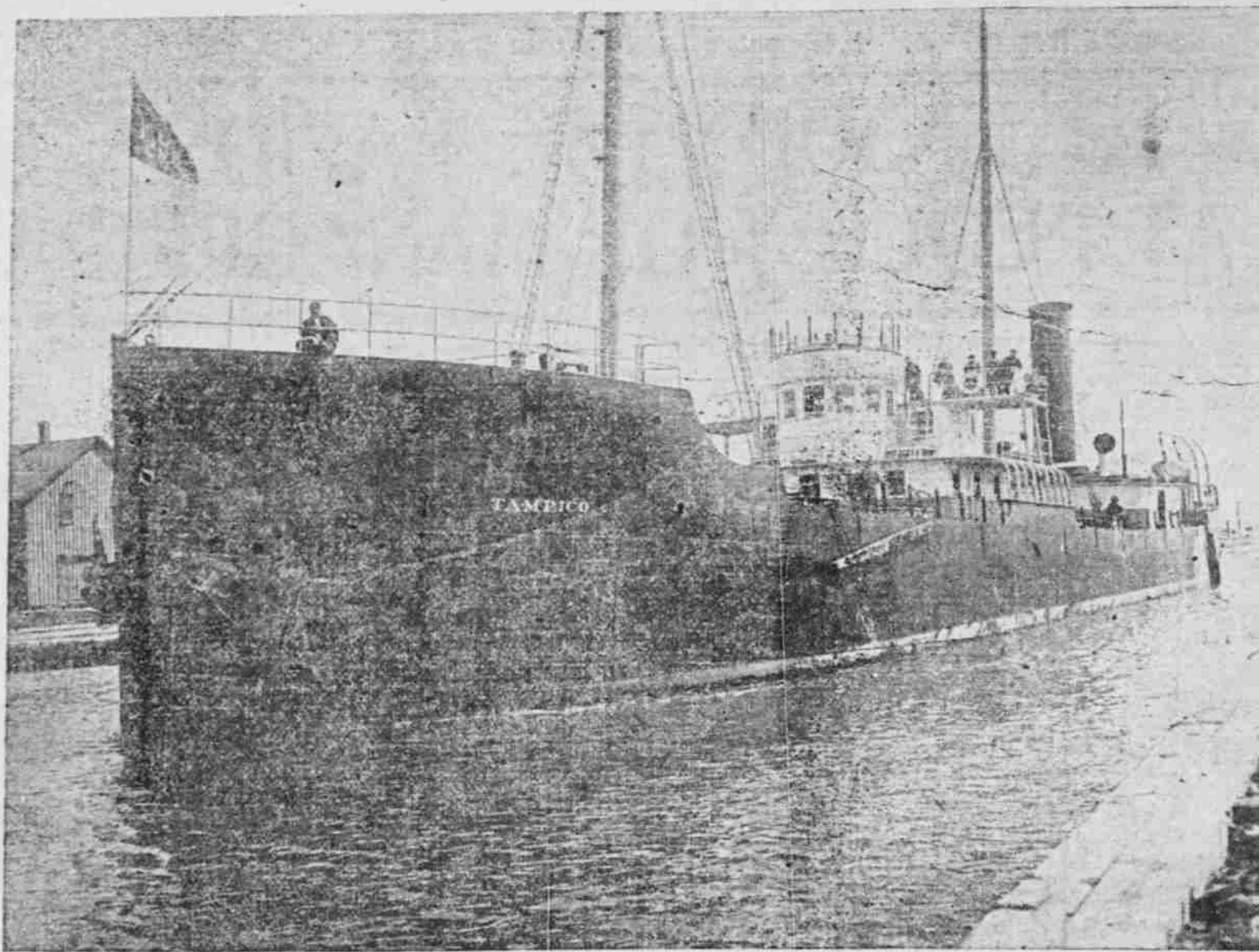
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**WILDER'S STEAMSHIP
COMPANY.****NOTICE TO SHIPPERS.**SHIPPERS ARE NOTIFIED THAT
a new freight schedule will go into
effect on and after December 1, 1901.Information in regard to changes in
rates can be obtained at the office of
the company, corner Fort and Queen
streets, Honolulu.C. L. WIGHT,
President.**WILDER'S STEAMSHIP CO.****NOTICE.****CHANGE IN PASSENGER RATES.**On and after December 1st, 1901, the
following change in passenger fares
will go into effect, viz:Deck rates between Honolulu and the
Island of Hawaii will be increased from
\$2.00 to \$3.00.Deck rates from Honolulu to Maui
ports will be increased from \$2.00 to
\$2.50.Cabin rates between Honolulu and
Hana, Hamoa and Kipahulu, on the
Island of Maui, will be increased from
\$5.00 to \$7.00.All special rates, excepting to cler-
gymen, will be abolished on the above
date.C. L. WIGHT,
President.**Y. YUEN TAI,**

No. 1272 Fort Street, near Kukui.

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And dealers in Jewelry, Fancy Goods,
Furniture, Curios, Cutlery, Blackwood,
Electro Plated and Glass Wares, Etc.
8 Queen's Road, Central, Hongkong.**NEWS OF THE WATERFRONT**

GLOBE NAVIGATION COMPANY'S STEAMSHIP TAMPICO NOW IN PORT.

THERE was the usual large crowd
down at the Oceanic dock to bid
good-bye to the numerous well
known Honoluluans who departed in
that vessel for the Coast. The band
played farewell airs, and there were
flowers and leis in profusion.Among the seventy-nine cabin pas-
sengers, besides Circuit Judge George
D. Gear and Attorney George Davis,
whose going is elsewhere mentioned,
Prince David Kawanakoa left quite
unexpectedly. It is possible that he
went to join the Campbells in San
Francisco. Attorney Francis Brooks
left for Washington in behalf of the
Kahuku murder case. Among the pas-
sengers who are not residents of this
city were Rear Admiral Robley D.
Evans, Rear Admiral Henry Glass,
Captain Harrington, Captain Thomas
Cooper and Captain Myers, who arrived
in Honolulu a short while ago from
Tutuila, where they had concluded the
court-martial of Captain Tilley. The
members of the Neill Company will also
make the trip to the Coast interesting.
These are as follows: Mr. and Mrs.
James Neill, Miss Lillian Andrews,
Miss Julia Dean, Miss Mary Elizabeth
Forbes, Miss Louise Brownell, Miss Lu-
cille Spinney, Edwin Neill, Charles As-
tor Parker, Frank MacVicar, John
W. Burton, Robert Morris, George
Bloomquist, Scott Seaton, Arthur
Crosswell, E. Gardner Jones, Gilbert
Gardner, Otto F. Peck and W. B. Jar-
rett.The Alameda left the dock a little af-
ter 3 p. m., and will probably make
a fast trip to San Francisco.**Fire Does Damage.**The almost continuous fires which
have been breaking out in the Roanoke's
cargo were expected to do some
damage to the vessel, but until yester-
day it was not known what the
damages were. During the night the
smoke had again begun to appear, and
it was necessary to start the pumps
working. Water was pumped into the
hold until 4 o'clock in the morning,
when the water stood about three feet
above the bottom of the vessel. As the
coal was pretty well soaked by this
time the work of pumping the water
out again was begun to give the stee-
vedores a chance to take the coal out in
the morning. Yesterday the men man-
aged to get out nearly all the coal in
the worst place, namely, between the
mizzenmast and the windmill pump.When the coal was taken out Chief
Officer Moxon went down into the hold
to examine the woodwork. He found
that the keelson of the vessel had been
very badly injured. It seems as if it
was the intense heat rather than actual
fire, which had done the damage. A
hole about two or three feet wide had
been eaten through the top rider of
the keelson. Mr. Moxon could not as-
certain whether the skin of the vessel
had been damaged, as all the coal had
not been taken out. He fears that there
must be some more damage done some-
where near the pump, as pieces of
charcoal have continually been pumped
out, with the water, which could not
come from the hole in the keelson, but
probably come from the skin of the
vessel.The damage done to the keelson is
quite a serious one as the repairs of it
will be quite expensive and will take a
long time. The masts will probably
have to be raised in order to put in a
new piece in the place of the damaged
timbers. It is probable, however, that
the Roanoke will proceed to San Fran-
cisco to have the repairs made there,
instead of waiting in this port.**Newcastle Vessels Make Good Time.**The two vessels arriving from New-
castle during the last two days have
made good time. The American barken-
tine Encore, Captain Palmgren, took
fifty days to make the trip from New-
castle to this port. She had fair winds
during the whole trip until she sighted
the Island of Hawaii. After that the
wind died down, and it took her all of
seven days to get into this port, where
she arrived on Tuesday morning. The
Encore was anchored in the stream
during Tuesday, but yesterday she was
hauled up to the Esplanade wharf.where the crew began discharging her
cargo of coal.The barkentine Joseph L. Eviston,
Captain Ramsellus, arrived in port
yesterday morning. She also comes
from Newcastle, and carries a cargo of
about 1,100 tons of coal, which is con-
signed to Alexander & Baldwin. The
cargo was originally consigned to Ka-
hulul, and the Eviston went to that
port and remained there for about six-
teen hours. Her consignees sent her
to Honolulu, however, and she will
discharge her cargo in this port.The Eviston made the trip from
Newcastle in remarkably fast time.
Counting the sixteen hours which she
spent at Kahulul, she made the trip
in forty-three days, which is better
time than has been made for quite a
while. She is a fine boat, and this is
her first voyage to this port.Captain Palmgren, of the Encore,
thought that he had made a pretty fast
passage until he saw the record made
by the Eviston. The difference in the
time of the passages is explained,
however, by the long calm which kept
the Encore back just as she had sighted
these Islands, while the Eviston,
which was a little behind, struck good
winds all the way. As it is, both ves-
sels have made fine passages. There
are at present several vessels on their
way from Newcastle to this port, which
have already been out for a much
longer period. Thus the Prince Louis
has been en route for sixty-one days,
the Novity sixty-one days, and the
schooner Churchill, as long as sixty-
five days.All the vessels coming from the Coast
are making long passages. Thus the
schooner John G. North has been thirty-
three days out from Port Ludlow;
the schooner Luzon thirty-four days
from Tacoma; the ship S. D. Carleton,
whose master, Captain Amesbury, is
anxious to get to this port, has been
thirty-one days out from Tacoma; the
schooner Amesbury of the Roanoke, which
is now in port, has been thirty-one
days out from Tacoma; the schooner
Redfield and H. D. Bendixon are thirty-
five and twenty-eight days out, re-
spectively, from Port Blakely, and,
finally, the Olympic, one of the cracksailers of the sugar fleet, is twenty-
five days out from San Francisco.**Mail Due Saturday.**It is probable that the citizens of
Honolulu will not have to strain their
patience until December 10, waiting for
mail from the Coast, as has been pre-
viously thought. The postal authori-
ties here have received notification
from the postmaster of San Francisco
that the army transport Egbert will
arrive here on Saturday, bringing mail.
The quartermaster's department of this
city has not had advice, but this does
not by any means signify that the
Egbert's plans have been changed, as
at times transports arrive unexpected-
ly. In the case of the Rosecrans, for
instance, nothing was known in the
local quartermaster's department about
her arrival to this port before she was
signalled from the Diamond Head sta-
tion.**Longshoremen Make Money.**The local quartermaster's department
is giving employment to the longshore-
men of this city. An idea of the
amount of money spent on labor by the
department can be formed when it is
known that during Saturday and yester-
day over \$2,000 were paid out to the
men who had been working with the
coal. All the men employed by the
department are American citizens, and
preference is given to Hawaiians, al-
though there is also a great number of
Portuguese employed. As all the money
earned by these people is spent here
and kept here, it can be seen what a
valuable thing the transport service is
proving itself to be for this port.

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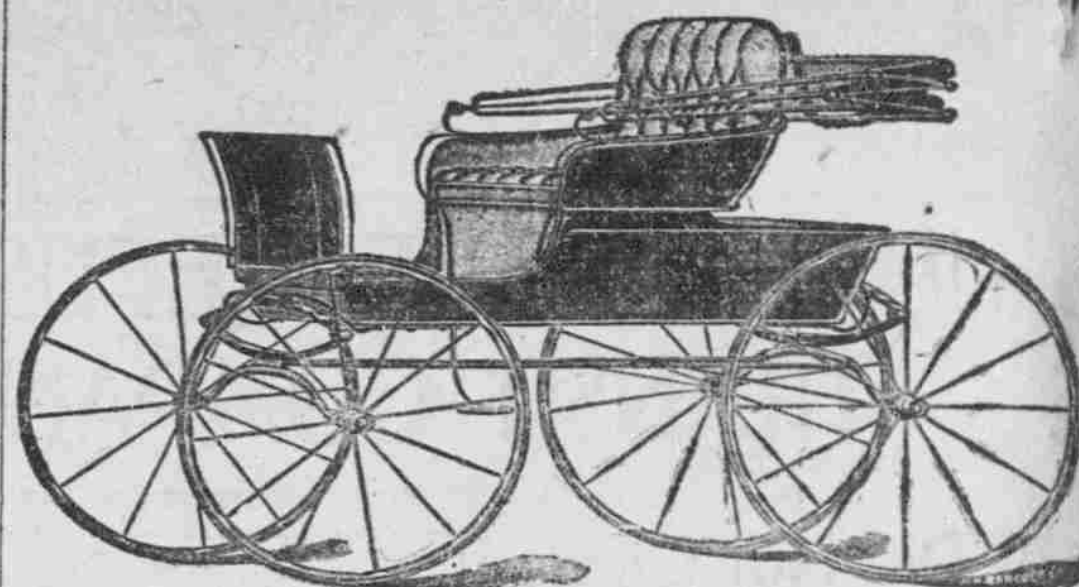
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E. L. CUTTING, Treas. and Manager.**HARNESS--ALL KINDS.****IMPORTERS AND MANUFACTURERS.****HORSE AND STABLE FURNITURE**

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